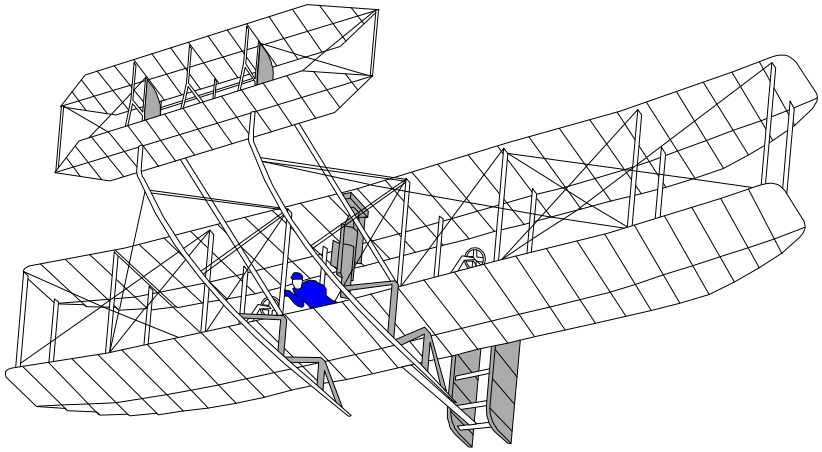
Dayton Automated Flight Service Station

November 2003

USER'S GUIDE TO SERVICES



2003 Centennial Celebration

1985 National Facility of the Year Award Winner
1996 Great Lakes Regional Facility of the Year Award Winner
1999 Great Lakes Regional Facility of the Year Award Winner
1999 National Facility of the Year Award Winner

DAYTON AUTOMATED FLIGHT SERVICE STATION
3801 Wright Drive
Vandalia, OH 45377-1003

Phone 937-454-4610 Administrative
1-800-WX-BRIEF (1-800-992-7433)
Weather Briefing/Flight Plan Services
WEB: http://www.dayafss.jccbi.gov/

PLEASE DISREGARD ANY INFORMATION CONTAINED IN THIS DOCUMENT THAT DIFFERS WITH FAA/NOAA PUBLICATIONS.

FOREWORD

As winner of the FAA's National AFSS Facility of the Year for 1999, our facility's vision is: "Dayton AFSS will strive to provide quality service, respond to customer needs, and endeavor to be the **provider of choice** for aviation weather while maintaining a desirable work environment." Dayton AFSS was one of the first Automated Flight Service Stations to receive the new "**OASIS**" (Operational and Supportability Implementation System) computer system, which went operational June 4, 2003. The benefits to the pilots of Ohio of these many enhancements to our weather products and aeronautical information products are:

1. Improved response time.
2. Faster briefings provided by briefers.
3. New weather graphics displays. Each flight service specialist has an advanced color weather graphics display at their disposal. Using the weather graphics, each specialist can provide you with current radar and satellite information as well as the latest prognosis for present and forecast weather systems.
4. Route of Flight Overlay assists briefers by depicting the route on weather graphics therefore helping to give pertinent weather information.
5. More comprehensive briefings.
6. Faster and more reliable flight plan handling.

A benefit of the Temporary Flight Restrictions Overlay Display System (**TODS)** system which currently is a separate computer/software system that will soon be incorporated into the graphics software on the OASIS system as an update. This will help us keep pilots informed of **current** Temporary Flight Restrictions.

Special Use Airspace Inflight Service Enhancement (**SUAISE)** will improve the quality of Inflight services and advisories provided by the Inflight Position. Information that will be available to the Air Traffic Controller; dynamic IFR aircraft position and flight plan route, also VFR aircraft position depiction of those assigned discrete beacon codes for flight following. It displays all navaids, airports, victor airways and jet routes in the continental United States, and current weather systems overlayed into a real-time situational display.

If the Dayton AFSS should become unable to provide adequate service, due to a computer outage or telephone line interruption, our 1-800 telephone service may be rerouted in just a few minutes to another Flight Service Station which can provide the service you need and deserve.

For additional information about our pilot weather briefing and inflight services, or if you are interested in having a guest speaker attend your next pilot's meeting, contact our administrative office at (937) 454-4610. The following user's guide describes our many services and how to obtain them. We welcome your suggestions on how we can serve you better.

Kathryn C. Hoelting
Air Traffic Manager
Dayton Automated Flight Service Station

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OBTAINING AFSS SERVICES VIA TELEPHONE

Your call will be answered by a prerecorded message, providing you with instructions on how to obtain specific services, such as; recorded weather products, special events, flight plan services, or instructions for talking with a Flight Service Station Specialist.

"WELCOME TO THE DAYTON AUTOMATED FLIGHT SERVICE STATION.

FOR FLIGHTS OUTSIDE OF UNITED STATES CONTROLLED AIRSPACE, CHECK DATA AS SOON AS PRACTICAL AFTER ENTERING FOREIGN AIRSPACE, AS OUR INTERNATIONAL DATA MAY BE INACCURATE OR INCOMPLETE. ADVISE THE BRIEFER YOU HAVE THE INTERNATIONAL CAUTIONARY ADVISORY.

TOUCH TONE USERS MAY REMAIN ON THE LINE FOR A BRIEFER OR PRESS TWO ZERO ZERO AFTER THE RING TONE FOR THE MAIN MENU OF SERVICES. IF YOU ARE USING A PULSE OR ROTARY TELPHONE, PLEASE REMAIN ON THE LINE AND YOUR CALL WILL BE SEQUENCED FOR THE NEXT AVAILABLE BRIEFER."

MAIN MENU OF SERVICES

The menu describes the services that are available to Touch-Tone users and which Touch-Tone digits to press to obtain them. Rotary or pulse dial users may obtain the same services as Touch Tone users by asking a specialist to connect them to the service.

212 - DAYTON 50 NM WEATHER
213 - COLUMBUS 50 NM WEATHER
214 - LUNKEN 50 NM WEATHER
215 - ZANESVILLE-PARKERSBURG-HUNTINGTON ROUTE WEATHER
216 - CURRENT WEATHER SUMMARY
217 - CINCINNATI FSDO AVIATION SAFETY MEETING INFORMATION
218 - COLUMBUS FSDO AVIATION SAFETY MEETING INFORMATION
219 - DAYTON AREA AIRSPACE PROCEDURES AND SPECIAL ANNOUNCEMENTS
220 - CINCINNATI AREA AIRSPACE PROCEDURES AND SPECIAL ANNOUNCEMENTS
221 - COLUMBUS AREA AIRSPACE PROCEDURES AND SPECIAL ANNOUNCEMENTS
222 - ZANESVILLE-PARKERSBURG-HUNTINGTON ROUTE AIRSPACE PROCEDURES AND SPECIAL ANNOUNCEMENTS
81 - RECORDED WEATHER INFORMATION INSTRUCTIONS
82 - RECORDED FLIGHT PLAN INSTRUCTIONS
31 - RECORDED FLIGHT PLAN FILING FOR IFR OR VFR

Touch Tone users may return to the Main Menu or proceed to another menu by pressing the pound (#) key followed by the appropriate two or three-digit code for the service you want. Rotary and pulse dial users, after being connected to a menu by the briefer, need only remain on line following the conclusion of the recording to be diverted back to a briefer for additional services. When your preflight needs have been met, merely hang up to exit.

PILOT WEATHER BRIEFING SERVICES

Flight Service Specialists are required to have background information for your proposed flight prior to conducting the briefing so they may "tailor" the briefing to the needs of your proposed flight. Please provide the following:

1. Type of flight planned (IFR or VFR)
2. Aircraft identification number or name of pilot
3. Type of aircraft
4. Departure airport
5. Estimated time of departure
6. Flight Altitude(s)
7. Route of flight
8. Destination
9. Estimated time en route

With this information, the briefer can provide you with all available information concerning the existing and forecast weather conditions, the status of navigational aids and most airport conditions at your destination.

Standard Weather Briefing Elements:

1. Adverse weather conditions.
2. The briefer will include the phrase, "V-F-R flight is not recommended," when a VFR flight is proposed and ceilings or visibilities are present or forecasted, surface or aloft that, in the briefer' s judgment, would make a flight under visual flight rules doubtful. This recommendation is advisory in nature. The decision to conduct the flight rests solely with the pilot.
3. Synopsis of existing fronts and/or other weather systems pertinent to your proposed flight.
4. Current weather conditions obtained from surface weather observations, en route pilot weather reports (PIREPs) and weather radar observations. If the proposed time for the flight is beyond 2 hours, the briefer may omit this unless it is requested by the pilot.
5. Forecast enroute weather summarized from area forecasts, terminal forecasts, and data derived from various weather charts.
6. Forecast weather at your destination.
7. Forecast winds aloft.
8. Notices To Airmen (NOTAMs) that are not already carried in the Airport/Facility Directory or NOTICES TO AIRMEN publication. This information may be included with current conditions when it seems logical and advantageous to do so.
9. ATC delays or any flow control advisories that might affect the proposed flight.
10. Request for pilot reports

Because the specialist is looking for and presenting information in the above order, it is helpful if you allow him/her to complete the briefing before asking additional questions.

If the purpose of your call is to update a previously received weather briefing, please advise the Flight Service Specialist that you are requesting an update/ abbreviated briefing and provide the specialist with your aircraft identification number or last name, and the time you received the previous briefing. This information is helpful to the specialist in providing expeditious service.

TELEPHONE INFORMATION BRIEFING SERVICE (TIBS)

TIBS is a continuous telephone recording of meteorological and/or aeronautical information provided by Automated Flight Service Stations. TIBS contains area and/or route briefings, surface observations, terminal forecasts, winds aloft forecasts, airspace procedures and special announcements when applicable, such as air shows and Flight Standard District Office (FSDO) safety meeting schedules. Options can be found on page 1, MAIN MENU OF SERVICES.

FAST FILE FLIGHT PLAN SERVICE

For those who do not need to speak with a briefer, your flight plans can be transmitted to the AFSS through the use of an automated recording system. These flight plans are divided into two groups by access code:

CODE	Fast File Service Provided
82	Instructions for recording flight plan.
31	IFR flight plan proposals with estimated time of departure 30 minutes or more from the current time.

When filing multiple flight plans, it is highly recommended that you press # 31 for each flight plan you wish to file. This procedure reduces the chances of losing your flight plan due to lack of recording capacity, errors, etc. The minimum processing time for Fast File flight plans varies with workload and is usually from 15 to 30 minutes. Please leave a telephone number on the recording where you can be reached prior to departure in case it is necessary to verify data.

INFLIGHT SERVICES

Inflight services constitute virtually the same services as preflight service, except that it is provided through VHF or UHF radio frequencies. In addition to inflight weather briefings, we also provide navigational assistance, VFR and IFR flight plan services, and Notice To Airmen information.

Our radio call sign is "DAYTON RADIO". Our radio frequencies, including VOR voice frequencies, are listed on page 8. The frequencies are also listed in the Airport/Facility Directory and on aeronautical charts. They may be found in a rectangular box located next to the VORTAC depiction or within a bold box containing airport information.

Listed frequencies which have the letter "R" following the frequency, e.g., 122.1R, indicates that Dayton AFSS has a radio receiver tuned to that frequency and the pilot would transmit on 122.1 and receive on the VOR frequency.

Example: "*DAYTON RADIO, CESSNA 12345, LISTENING ROSEWOOD VOR*"

Dayton Radio will receive your call on 122.1 MHz, and you will receive Dayton Radio on Rosewood VOR frequency. Please make certain that the volume is turned up on your VOR receiver.

Most AFSS facilities such as Dayton have multiple outlets of the same frequency, such as 122.2. The Dayton AFSS has 122.2 located in the Dayton, Columbus, and Hillsboro areas. If you call on 122.2 and do not identify the general area you are flying over, the inflight specialist may have trouble determining the best radio outlet to communicate with you. This is also time consuming. Facilities with multiple outlets try not to broadcast on more that one outlet site at a time to help prevent frequency congestion and heterodyne (squeal) in the cockpit.

Example: "*DAYTON RADIO, CESSNA 12345, LISTENING 122.2, DAYTON AREA*"

Frequency congestion is a problem, especially on weekends. If your radio call is not answered immediately, wait 30 or 40 seconds before calling again. When possible, our inflight specialist will transmit on your frequency along with the one they are currently using to indicate that they heard you but are temporarily busy.

Another problem associated with frequency congestion is air filed flight plans. We realize that it is sometimes necessary to air file. When possible, please try to file on the ground before departure.

GROUND COMMUNICATION OUTLET (GCO)

Ground Communication outlet (GCO) is an un-staffed, remotely controlled, ground-to-ground communications facility. Pilots at uncontrolled airports may contact ATC or FSS via VHF radio to a telephone system to obtain an instrument clearance or close a VFR or IFR flight plan. You may also get an updated weather briefing prior to takeoff.

Aeronautical Radio, Inc. (ARINC) has developed a system, the Airport Remote Radio Access System (ARRAS), more commonly known as Ground Communications Outlet (GCO) to help ATC eliminate the "pop up" phenomena associated with smaller airports. The GCO program was conceived as a lower cost alternative to the current dedicated RCO/RTR installations, targeting lower traffic airports which surround high density airports, or those where special communications considerations may exist. The system is an adaptation of a system installed for air carrier use to meet requirements under FAR 121.59. The system uses off-the-shelf hardware and software to facilitate a pilot contacting the appropriate ATC or flight service facility.

Pilots will use four "key clicks" on the VHF radio to contact the appropriate ATC facility or **six "key clicks" to contact the FSS**. The GCO system is intended to be used only on the ground. Currently, the only GCO operational within the Dayton AFSS flight plan area is located at Marysville, Ohio (MRT) utilizing a frequency of 121.725.

PILOT WEATHER REPORTS (PIREPS)

Pilots are encouraged to file Pilot Reports. In general, PIREPS inform pilots about flight conditions. More specifically, PIREPS confirm and validate terminal forecasts, area forecasts, AIRMETs, and SIGMETs. They also serve to report conditions not forecast. When pilots do not forward pilot reports, we can only guess what is happening. Are there any pilots flying in the area? Is the weather better or worse than forecast? Help your fellow pilots by passing PIREPS, no matter what you encounter and they will help you by doing the same.

A PIREP review and pilot awareness training can be found online at **http://www.aopa.org/asf/skyspotter**.

FLIGHT ASSISTANCE SERVICE

Dayton AFSS specialists are trained to provide navigational assistance. Navigational assistance techniques include VOR orientation, ADF, and Pilotage. If you need assistance, call us on a published frequency and we will provide immediate assistance.

While not required, the Dayton AFSS strongly recommends you file a flight plan for VFR flights. This will ensure that you receive VFR search and rescue service if necessary. When a multi-leg flight is anticipated, we recommend that separate flight plans be filed for each leg when a full-stop landing is expected to last more than 1 hour.

Pilots are encouraged to give their departure times directly to the Flight Service Station serving the departure airport or as otherwise directed when the flight plan is filed. This will ensure more efficient flight plan service and permits the specialist at the Flight Service to advise you of significant changes in meteorological conditions. Search and Rescue efforts are facilitated if you make Position Reports periodically during your flight.

Because search and rescue is started 30 minutes after your ETA, if your flight plan is not closed, please amend your ETA if it will change by more than 30 minutes. Be sure to state your destination and new ETA when giving amendment information to an en route station.

HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE (HIWAS)

HIWAS provides a continuous broadcast of hazardous weather products on select VOR facilities in each air route traffic control center area for reception by aircraft at 4,000 feet AGL or higher. The purpose of these broadcasts is to reduce controller workload by minimizing the amount of information that must be broadcast on control frequencies and to make the information readily available to system users on a continuous basis. Hazardous inflight weather advisories include Severe Weather Advisories, SIGMETs, Convective SIGMETs, Urgent Pilot Reports, Center Weather Advisories, AIRMETs, and other significant weather. Dayton AFSS currently broadcasts HIWAS over the Dayton (DQN) and Appleton (APE) VORs. Except for emergency communications, two-way communications with the controlling AFSS is not available over the VORs used for HIWAS service.

NOTICE TO AIRMEN (NOTAMs)

NOTAMs vary in importance and function and are classified as follows:

NOTAM D's are disseminated via the National Service A Network and are available at all Flight Service Stations until canceled or published in the monthly NOTICES TO AIRMEN. The data appears in each issue of NOTICES TO AIRMEN until no longer valid or until incorporated in updated charts and/or other publications.

NOTAM L's consist of information that requires local dissemination, but does not qualify as NOTAM D information. This includes, but is not limited to, aircraft jettisoning fuel, bird activity, moored and derelict balloons, certain military activities, and some data on airports.

Pilots should request NOTAM L information from the destination tie-in Flight Service Station prior to landing.

FDC NOTAMs, disseminated as required via Service A circuits and every four weeks in the NOTICES TO AIRMEN publication, reflect changes to Standard Instrument Approach Procedures (SIAPs), flight restrictions, and aeronautical chart revisions.

During your preflight, it is recommended that you review the latest edition of the Airport/ Facility Directory for airport information (departure, destination, and alternate), status of NAVAIDs, and miscellaneous information -- phone numbers, preferred routes, VOR check-points, etc. Review the latest edition of NOTICE TO AIRMEN for published NOTAMs and SPECIAL NOTICES. Upon request, Flight Service specialists will check this publication for you or you may visit the Dayton AFSS website (http:// www.dayafss.jccbi.gov) to review the document online.

MILITARY OPERATIONS

The Dayton AFSS has access to scheduled operational information on Military Training Routes (MTR) and Military Operating Areas (MOA) throughout the United States. To request information on MTRs or MOAs, other than published hours, you need only furnish us with the IR or VR number or MOA name. These times can change on a moment' s notice, so you may wish to check with us more than once a day.

Southern Ohio Military Operation Areas:

Buckeye MOA
5000 to but not including FL 180
0800-2200 lcl Mon - Fri
0800-1600 lcl Sat - Sun
Other times by NOTAM

Brush Creek MOA
100 AGL to but not including 5000
0800-2200 lcl Mon – Sat

RECEIVER AUTONOMOUS INTEGRITY MONITORING (RAIM)

Global Positioning System (GPS) is the navigational wave of the future for aviation. The FAA plans to encourage the use of GPS as the primary tool for aeronautical navigation as a cost-effective replacement for most of the ground-based system; i.e., VORTACs, NDBs, etc. GPS receiver equipment required for this new type of approach is an FAA TSO-C-129 certified GPS receiver with RAIM capability. To calculate valid position and altitude for non-precision approaches, a GPS receiver must have line of sight communications from at least five properly positioned GPS satellites.

Several factors influence the availability of RAIM. The most important is the relative position of the GPS satellites in relation to the GPS receiver. Another factor is satellite serviceability. GPS satellites occasionally go out of service due to malfunctions or for scheduled maintenance. Another major factor is the line of sight communications requirement. Consequently, surrounding terrain will have an effect on the availability of RAIM.

The Dayton AFSS' s computer allows specialists to provide RAIM forecasts to pilots upon request. **Remember, RAIM information measures the integrity of the GPS system by stating that there are, or are not, five working satellites above 7.5 degree angle over the horizon at a particular airport.**

Flight Service specialists can provide RAIM information for about 6,000 public and military airports in the United States. Currently, this information does not account for terrain features at a particular airport. RAIM calculations provided by Flight Service specialists are updated once each day for a 54-hour time period. The 54-hour time period prediction means the AFSS specialists have at least 24 hours of forecast data available for pilot briefings.

Wide Area Augmentation System WAAS

On July 10, 2003 the FAA commissioned the Wide Area Augmentation System. WAAS is a GPS-based navigation and landing system. WAAS augments the basic signal from GPS satellites with corrected position data. This corrected position data is up-linked to the Geostationary Communication Satellite (GEO) and then to aircraft. The augmented signal increases the airborne receiver's accuracy, continuity, integrity and availability.

WAAS receivers support all GPS operations, including Enroute and Approach, as long as lateral capability is functional.

For Approach, WAAS supports the following Minima:

LNAV – Lateral Navigation
This minima is for lateral navigation only and provides the same level of service as the present GPS stand-alone.

LNAV/VNAV – Lateral Navigation/Vertical Navigation
This minima provides for Non-Precision Approach with Stabilized Descent.

LPV – Identifies minimums with electronic lateral and vertical guidance. Lateral guidance is equivalent to the localizer.

There are two types of WAAS NOTAMs:

1. WAAS Area-Wide NOTAMs which encompasses a wide area and are issued under ARTCC identifiers.
2. Site-Specific NOTAMs which are issued under Airport identifiers.

SPECIAL 1-800 PHONE NUMBERS

Dayton AFSS has installed a toll free telephone number which will allow airport managers to report NOTAM information or return calls concerning search and rescue operations without having to go through the facility automated telephone answering system - and a pilot weather briefer. Your call is directed to NOTAM/Flight Data position. **1-888-329-2407**

If your NOTAM authorization list needs to be updated, give us a call at the above number. When you call to provide us with NOTAM information, please remember that the AFSS specialist is required to ask the caller for his/her name and contact telephone number. Also, before issuing the NOTAM, the specialist must verify that the caller is on your list of airport employees who are authorized to issue NOTAMs. If the person is not on the authorization list, the specialist must call you or someone on the list to confirm the outage/problem before the NOTAM is issued. If this is not possible, and the NOTAM refers to the movement area of the airport, it will be issued as an "UNSAFE" condition - e.g., RWY UNSAFE - until airport management can be contacted.

Additionally, for telephone void-time clearance requests or for the cancellation of IFR or VFR flight plans, pilots may opt to contact DAY AFSS at the following number without having to dial into the facility automated telephone answering system. Your call is directed to the NOTAM/Flight Data specialist - which is not a weather briefing position. This number is: **1-888-240-1236**

The availability and use of these toll free numbers does not preclude the use of our 1-800-WXBRIEF number. You are welcome to use it as well. However, our intent is to provide you with faster service and to free up the weather briefing lines for those who are calling specifically for pilot weather briefings.

If you are away from home or out of the Dayton Flight Plan Area and would like to talk to Dayton AFSS dial **1-866-505-6163**.

Cell phone users need to be aware that dialing the 1-800-WX-BRIEF will route them to their home area AFSS and, therefore, not be the best choice for their current location/needs. Pilots can use that number to obtain the local AFSS toll-free number.

INTERNET WORLD WIDE WEB SITE

The Dayton Automated Flight Service Station maintains an Internet WEB Site:

http:// www.dayafss.jccbi.gov

The site serves pilots throughout the United States, but in particular the pilots of southern Ohio. We do not intend to compete with other weather providers, such as DUATS. The objective of this site is to provide useful information to pilots which they might not easily find elsewhere, such as:

1. Dayton Automated Flight Service Station User's Guide To Services

2. Special Interest Information

    a. Upcoming Aviation Events like the Dayton Air Show
    b. Special Traffic Management Program (STMP) Information
    c. Global Positioning System (GPS) Information
    d. Scheduled events such as FSDO safety seminars, WINGS Program, WINGS Weekend
    e. Notices to Airmen Publication

3. Coordinated Universal Time check

4. FAA Employment Opportunities

5. Links to other Air Traffic Control facilities, FAA and NWS facilities, and other aviation-related web sites.

6. Current Airmen publications and forms.

7. NASA ARC 277 Aviation Safety Reporting Forms

This list changes as often as necessary. You are also invited to submit comments about how we can make this site more useful for you.

ELECTRONIC MAIL (EMAIL)

In addition to the telephone or "standard mail", you may also communicate electronically with the Dayton Automated Flight Service Station by using the email links located in the Dayton Automated Flight Service Station WEB Site or by using the electronic mailing address listed below:

7-agl-day-afss@faa.gov

WINGS/AFSS PILOT VISITATION PROGRAM

The Dayton AFSS, in conjunction with the Cincinnati and Columbus Flight Standards District Offices, has developed a WINGS program, whereby pilots can receive WINGS credits upon completion of a facility familiarization of the Dayton AFSS. Upon completion of the facility familiarization and the required 3 hours of flying as specified in AC 61-91H, pilots will be awarded an appropriate level WINGS lapel/tie pin and a certificate of completion.

The program will provide pilots with an opportunity to sit down with a specialist as they perform their Preflight, Broadcast, Inflight, and Flight Data duties. In general, the specialist hosting a pilot will provide the pilot with an overall view of the Dayton AFSS equipment and function. More specifically, the specialist will provide an overview of the operating position and duties, answer questions and allow the pilot to listen in as the specialist performs their duties. Some additional suggested topics for discussion could include TIBS/ HIWAS broadcast, briefing techniques, and frequency congestion.

It is hoped that this program will give pilots a better understanding of our job functions and how we can serve their needs. If you would like to participate or if you have any questions regarding this program, please call one of our supervisors at 937-454-4646.

FREQUENCIES

Location	Frequency	Purpose
Allen County VOR	108.4 MHz	AOH VOR Voice
	122.1 MHz	AFSS Receive Only
Appleton VORTAC	116.7 MHz	HIWAS Outlet
Athens, Ohio	122.25 MHz	Civil En Route
Cincinnati, Ohio	122.4 MHz	Civil En Route
	255.4 MHz	Military En Route
Columbus, Ohio	122.3 MHz	Civil En Route
	122.2 MHz	Civil En Route
	255.4 MHz	Military En Route
Dayton, Ohio	122.55 MHz	Civil En Route
	122.2 MHz	Civil En Route
	255.4 MHz	Military En Route
Dayton VOR	114.5 MHz	HIWAS Outlet
Gallipolis, Ohio	121.65 MHz	Civil En Route
Hillsboro, Ohio	122.2 MHz	Civil En Route
	121.5 MHz	EMERGENCY
Marysville, Ohio	121.725	GCO
Rosewood VORTAC	117.5 MHz	ROD VOR Voice
	122.1 MHz	AFSS Receive Only
Yellow Bud VOR	112.5 MHz	XUB VOR Voice
	122.1 MHz	AFSS Receive Only

SOUTHERN OHIO ASOS/AWOS
FREQUENCIES & TELEPHONE NUMBERS

IDENT	LOCATION	FREQUENCY	TELEPHONE
AOH	Allen County	108.4	419-224-6098
AXV	Wapakoneta	128.325	419-753-2821
CMH	Columbus International	NONE	614-235-2540
CVG	Greater Cincinnati	NONE	859-767-8210
DAY	Dayton International	NONE	937-454-7845
FDY	Findlay	124.425	419-427-8524
DLZ	Delaware	119.025	740-362-4416
HAO	Hamilton	121.425	513-863-6137
I19	Xenia	118.525	937-372-4668
I23	Fayette County	118.775	NONE
I66	Clinton Field	124.175	937-382-1376
I68	Lebanon Warren County	118.925	513-934-5500
I74	Urbana Grimes	118.325	937-484-5863
MRT	Union County	119.275	937-644-2967
ILN	Wilmington	126.675	937-383-7334
ISZ	Cincinnati-Blue Ash	118.475	513-794-1520
LCK	Columbus Rickenbacker	132.750	614-492-2441
LHQ	Lancaster	118.375	740-681-1097
LUK	Cincinnati Lunken	NONE	513-321-6291
MGY	Dayton Wright Brothers	118.375	937-885-2171
MWO	Middletown	120.025	513-422-3505
PMH	Greater Portsmouth	125.175	740-820-2500
HOC	Hillsboro	118.175	937-393-9038
OSU	Ohio State	NONE	614-451-2465
TZR	Columbus Bolton	135.925	614-878-1722
UNI	Ohio University	128.325	740-597-2687 888-682-4799
VTA	Newark Heath	121.125	740-522-1066
VNW	Van Wert	115.175	419-232-2967
ZZV	Zanesville	111.4	740-453-8139